



<h1>Director's Rule 5-2017</h1>
<h1>Director's Rule X-2017</h1>

<b>Applicant:</b>  City of Seattle Department of Construction & Inspections (SDCI) Department of Transportation (SDOT)	<b>Page</b> 1 of 2	<b>Supersedes:</b> NA				
	<b>Publication:</b>	<b>Effective:</b>				
<b>Subject:</b>  Lake to Bay Street Design Concept Plan  Appendix N to Right-of-Way Improvements Manual*  *The Right-of-Way Improvements Manual is SDOT's Director's Rule 07-2012.	<b>Code and Section Reference:</b> SMC 23.53					
	<b>Type of Rule:</b> Code Interpretation					
	<b>Ordinance Authority:</b> SMC 3.06.040 & 3.12.020					
	<table border="1"><tr><td><b>Approved</b></td><td><b>Date</b></td></tr><tr><td colspan="2"><u>(signature on file)</u> Nathan Torgelson, Director, Seattle DCI</td></tr></table>		<b>Approved</b>	<b>Date</b>	<u>(signature on file)</u> Nathan Torgelson, Director, Seattle DCI	
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<b>Index:</b>  Land Use Code/Technical Standards and Procedural Requirements	<table border="1"><tr><td><b>Approved</b></td><td><b>Date</b></td></tr><tr><td colspan="2"><u>(signature on file)</u> Scott Kubly, Director, Seattle DOT</td></tr></table>		<b>Approved</b>	<b>Date</b>	<u>(signature on file)</u> Scott Kubly, Director, Seattle DOT	
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## PURPOSE

While the Lake to Bay Street Design Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and SDCI. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.

## **AUTHORITY**

Seattle Municipal Code (SMC) subchapter 3.06.040 & 3.12.020.

## **BACKGROUND**

Lake2Bay is a 2-mile long corridor that links the Central Waterfront, Belltown, Uptown, the Denny Triangle and South Lake Union. The corridor is experiencing significant private redevelopment, yet development of the public realm is largely occurring in a fragmented, uncoordinated manner.

This concept plan builds on the work documented in the Lake2Bay Mobility Study. It will capitalize on the new 99 Tunnel and Central Waterfront by providing an opportunity to create a cultural corridor, linking established museums and cultural venues – both temporary and permanent. The planned 99 Portal will allow the South Lake Union Street grid to connect directly across town to Seattle Center. Reduced traffic volumes on Alaskan Way and the discontinuation of Broad Street east of 5th Avenue mean that Broad Street will no longer function as a major arterial route. The resultant reduction in traffic flow allows many possibilities for the addition of new pedestrian and bike infrastructure, streetscape treatments, and integration of public spaces.

The goal of the Lake2Bay Street Concept plan is to transform an important route in the city that has been dominated by vehicular movement into a corridor that makes generous accommodation for people who are walking, using bicycles, and taking transit.

## **RULE**

The Lake to Bay Street Design Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix N. The provisions of the concept plan are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood.

The concept plan has been reviewed by SDOT and SDCI. Therefore, applicants for Street Improvement Permits that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of-Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. Additionally, applicants for permits to SDCI that follow these concept plans for major public realm design items can be assured that these elements are approvable through the Master Use Permit and Design Review processes.

**Note:** Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the Lake to Bay Street Design Concept Plan.